

T-514

ALVERTA (motorized 5-log canoe)
St. Michaels, Maryland

This vessel is a 32' long, five-log canoe with a large cuddy forward. She was built to be motorized and thus represents an important transitional boat type in the Chesapeake region. Built in 1908, probably on Kent Island by Walter Gardiner and Joe Thompson, the boat has a straight raking stem and a modified patent stern fitted over her sharp stern. The vessel is owned by the Chesapeake Bay Maritime Museum. ALVERTA is significant as being an example of a transitional, traditional Chesapeake log craft. Although built according to a centuries-old tradition of log construction, she was never intended to sail but was built for power shortly after the marine engine became viable for Bay workboats.

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-514

Magi No. 2105145733

DOE ___yes ___no

1. Name (indicate preferred name)

historic ALVERTA (probably name)

and/or common Motorized 5-log canoe CBMM 81-29-1

2. Location

street & number Mill Street ___ not for publication

city, town St. Michaels ___ vicinity of congressional district

state Maryland county Talbot

3. Classification

Category	Ownership	Status	Present Use
___ district	___ public	___ occupied	___ agriculture
___ building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	___ commercial
___ structure	___ both	___ work in progress	<input checked="" type="checkbox"/> educational
___ site	Public Acquisition	Accessible	___ entertainment
<input checked="" type="checkbox"/> object	___ in process	___ yes: restricted	___ government
	___ being considered	<input checked="" type="checkbox"/> yes: unrestricted	___ industrial
	<input checked="" type="checkbox"/> not applicable	___ no	___ military
			___ museum
			___ park
			___ private residence
			___ religious
			___ scientific
			___ transportation
			___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Chesapeake Bay Maritime Museum

street & number telephone no.: 745-2916

city, town St. Michaels state and zip code Maryland 21663

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. T-514

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a 32' long, five-log canoe with a large cuddy forward. She was built to be motorized and thus represents an important transitional boat type in the Chesapeake region. She was built in 1908, probably on Kent Island, Maryland. Her builders were Walter Gardiner, who began the boat, and Joe Thompson of Kent Island, who finished her. The boat has a straight raking stem and a modified patent stern fitted over her sharp stern. The deadrise hull is painted white. The boat is in storage at the Chesapeake Bay Maritime Museum, St. Michaels.

The boat illustrates how log-building techniques could be adapted to the demands of a power boat. The five logs are pinned together, with 2-by-4 frames fitted across the log bottom. A two-piece stem, scarfed along its length, is drifted into the log bow with iron drift pins. The plank keel, scarfed, runs the full length of the boat with no evidence of a centerboard slot. This keel is topped with an inch-thick shoe. The rising planks are carvel-fitted, bolted together at the stem. There is a 5" or 6" rubbing strake on the sheer. Sawn knees support the washboards and tie the rising planks to the log hull. The stern is reinforced for a rudder post above the waterline and is topped with a modified patent stern--a platform extending 6' and measuring 38 1/2"-wide at the stern. The rudder, 44" high, is hung on pintles on an 8-inch-wide rudder post.

The boat was propelled with a single-cylinder engine, now missing except for the propellor shaft and an 11", 3-blade propellor at the stern. The propellor is set inside the rudder, but with no protecting framework; the pintles are designed so that the rudder could be unshipped.

The boat is half-decked, with a foredeck and washboards lined with a 6"-high cockpit coaming. There is a cuddy forward, which stands 27" off the washboards and deck, tapering to 18" high at its forward end. There is a 4'-high doorway into the cuddy, which is fitted with benches, shelves, and three windows.

The boat may be the one named ALVERTA. Now in storage, her hull is in poor shape and is painted white, with red copper paint trim on the rubbing strake.

8. Significance

Survey No. T-514

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1908	Builder/Architect	Walter Gardiner and Joe Thompson
check: Applicable Criteria:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D		
and/or			
Applicable Exception:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G		
Level of Significance:	<input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> local		

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel gains its significance for being an important example of a transitional, traditional Chesapeake log craft. Although built according to a centuries-old tradition of log construction, she was never intended to sail, but was built for power shortly after the marine engine became viable for Chesapeake Bay workboats.

The boat illustrates how traditional log-building techniques could be adapted to the demands of a power boat--the hull is strengthened with 2x4 frames fitted across the log bottom and the stern is reinforced. There is no evidence of a centerboard for sailing. The propeller was set inside the rudder but with no protection, in contrast to later arrangements.

The vessel was built in 1908, probably on Kent Island. Her builders were Walter Gardiner, who began the boat, and Joe Thompson of Kent Island, who finished her (according to Delbert Baker, the brother-in-law of the boat's last owner, Douglas Ferris of Trappe, Md.). The boat may have been named ALVERTA, according to her last owner. The vessel was used as a working canoe in the oyster industry at least through 1970 and always worked in the Kent Island area. She was donated to the Museum by her last owner, Douglas Ferris, in 1981 in deteriorated condition. She is currently slated for restoration work by the Museum.

9. Major Bibliographical References

Survey No. T-514

Marion V. Brewington, Chesapeake Bay Log Canoes and Bugeyes (Canbridge, Md.: Cornell Maritime Press, 1963)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

B

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--

F

--	--	--	--	--	--	--	--	--	--

G

--	--	--	--	--	--	--	--	--	--

H

--	--	--	--	--	--	--	--	--	--

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title	Anne Witty/ M.E. Hayward		
------------	--------------------------	--	--

organization	Maryland Historical Society	date	5/84
--------------	-----------------------------	------	------

street & number	201 W. Monument St.	telephone	685-3750
-----------------	---------------------	-----------	----------

city or town	Baltimore	state	Maryland
--------------	-----------	-------	----------

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438



T-514

ALVERTA

St. Michaels, Md

Port side

A.E. Witty 5/84



T-514

ALVERTA

St. Michaels, Md

Port side - bow

A.E. Witty 5/84



T-514

ALVERTA

St. Michaels, Md.

Bow

A.E. Witty 5/84